

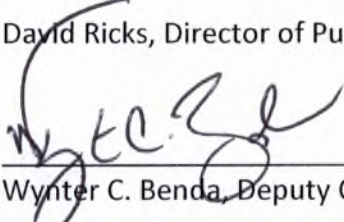


To the Honorable Council
City of Norfolk, Virginia

April 11, 2017

From: David Ricks, Director of Public Works

Subject: Traffic Control Signs –
Various Locations (29)

Reviewed: 
Wynter C. Benda, Deputy City Manager

Ward/Superward: 2/6, 1/6, 3/7, 4/7,
5/6, 2/7

Approved: 
Marcus D. Jones, City Manager

Item Number:

R-2

- I. **Recommendation:** Adopt Ordinance
- II. **Applicant:** City of Norfolk, Department of Public Works
- III. **Description:**

This agenda item is in response to requests from area residents and various civic leagues. The Department of Public Works' Division of Transportation has conducted investigations regarding the posting of traffic control signs at the locations listed below and recommends the following amendments to the Code of Norfolk to reflect changes to existing regulations at these locations as referenced on the attached Maps:

Location	Proposed Amendment
1. Virginia Beach Boulevard eastbound service or frontage road for eastbound traffic only, at its intersection with an entrance thereto, located approximately three hundred twenty-five (325) feet west of the entrance/exit of Virginia Natural Gas.	Repeal Stop
2. Virginia Beach Boulevard eastbound service or frontage road for eastbound traffic only, at its intersection with an entrance thereto, located approximately three hundred twenty-five (325) feet west of the entrance/exit of Virginia Natural Gas.	Repeal Stop
3. Virginia Beach Boulevard eastbound service or frontage roads for eastbound traffic only, at their intersection with an entrance thereto, located approximately four hundred ten (410) feet west of Poplar Hall Drive.	Repeal Stop
4. Virginia Beach Boulevard service or frontage roads, as to westbound traffic, at their intersections with Ballentine Boulevard.	Repeal Stop

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| 5. Virginia Beach Boulevard service or frontage roads, at their intersection with entrances to such service or frontage roads for eastbound traffic and westbound traffic from Virginia Beach Boulevard, such entrances being located at Briar Hill Road. | Repeal Stop |
| 6. Virginia Beach Boulevard service or frontage roads, at their intersection with entrances to such service or frontage roads for eastbound traffic and westbound traffic from Virginia Beach Boulevard, such entrances being located approximately four hundred (400) feet west of Briar Hill Road. | Repeal Stop |
| 7. Virginia Beach Boulevard service or frontage roads, at their intersection with an entrance to such service or frontage roads for westbound traffic from Virginia Beach Boulevard, such entrance being located two hundred fifty (250) feet west of Ingleside Road. | Repeal Stop |
| 8. Virginia Beach Boulevard service or frontage roads, at their intersection with an entrance to such service or frontage roads for westbound traffic from Virginia Beach Boulevard, such entrance being located six hundred forty (640) feet west of Ingleside Road. | Repeal Stop |
| 9. Virginia Beach Boulevard service or frontage roads, at their intersection with entrances to such service or frontage roads for eastbound traffic and westbound traffic from Virginia Beach Boulevard, such entrances being located approximately six hundred fifty (650) feet west of Military Highway. | Repeal Stop |
| 10. Virginia Beach Boulevard service or frontage roads, at their intersection with an entrance to such service or frontage roads for eastbound traffic from Virginia Beach Boulevard, such entrance being located at West Norfolk Square. | Repeal Stop |
| 11. Virginia Beach Boulevard service or frontage roads, at their intersection with an entrance to such service or frontage roads for eastbound traffic from Virginia Beach Boulevard, such entrance being located at Pecan Point Road. | Repeal Stop |
| 12. Virginia Beach Boulevard service or frontage roads, at their intersection with an entrance to such service or frontage roads for eastbound traffic from Virginia Beach Boulevard, such entrance being located at Scott Street. | Repeal Stop |
| 13. Virginia Beach Boulevard westbound service or frontage road for westbound traffic only, at its intersection with an entrance thereto, located approximately two hundred eighty (280) feet east of Jett Street. | Repeal Stop |
| 14. Virginia Beach Boulevard westbound service or frontage road for westbound traffic only, at its intersection with an entrance thereto, located approximately three hundred thirty-five (335) feet east of the entrance/exit of Virginia Natural Gas. | Repeal Stop |

15. Virginia Beach Boulevard westbound service or frontage road for westbound traffic only, at its intersection with an entrance thereto, located approximately two hundred ninety (290) feet east of Raby Road.	Repeal Stop
16. Ballentine Boulevard: Northbound traffic is prohibited from making right turns into Westminster Avenue. (Map 3)	No Right Turn on Red
17. I-264E off ramp: Eastbound traffic is prohibited from making right turns into Ballentine Boulevard. (Map 3)	No Right Turn on Red
18. Westminster Avenue: Westbound traffic is prohibited from making right turns into Ballentine Boulevard. (Map 3)	No Right Turn on Red
19. Granby Park at its intersection with Midfield Street. (Map 1)	Add Stop
20. LaSalle Avenue at its intersection with Racine Avenue. (Map 1)	Add Stop
21. Milson Avenue at its intersection with Cloncurry Road. (Map 1)	Add Stop
22. Newport Avenue at its intersection with Ridgeley Road. (Map 1)	Add Stop
23. Orchid Avenue at its intersection with Bancker Road. (Map 2)	Add Stop
24. Simms Road at its intersection with Redmon Road. (Map 2)	Add Stop
25. Simms Road at its intersection with Woodall Road. (Map 2)	Add Stop
26. South Ridgeley Road at its intersection with Ridgeley Road. (Map 2)	Add Stop
27. Warren Crescent eastern terminus at its intersection with Pembroke Avenue. (Map 2)	Add Stop
28. Warren Crescent western terminus at its intersection with Pembroke Avenue. (Map 2)	Add Stop
29. Stanley Street, between Pennigton Road and Tidewater Drive. (Map 3)	No through trucks 1 ½ tons or over

IV. Analysis:

The investigations consider the flow and volume of traffic of the intersections. The recommendations will improve the traffic flow on city streets.

V. Financial Impact:

There will be minimal impact to the City Budget for the installation or removal of these traffic control signs. There will be ongoing maintenance costs associated with the average 10-year life span of the signs and replacement costs for any knockdowns.

VI. Environmental:

N/A

VII. Community Outreach/Notification:

The stop sign installations have been coordinated with the area civic leagues. The speed limit measure does not lie within a civic league boundary. Public notification for this agenda item was conducted through the City of Norfolk's agenda notification process.

VIII. Board/Commission Action:

N/A

IX. Coordination/Outreach:

This letter and ordinance have been coordinated with the Department of Public Works and the City Attorney's Office.

Supporting Material from the Department of Public Works:

- Ordinance
- Location Maps
- Traffic Control Signs Ordinance Summary

MEMORANDUM

TO: City Council

CC TO: Doug Smith, Interim City Manager; Wynter Benda, Deputy City Manager; Richard Broad, Assistant Director; Rob Brown, City Transportation Engineer

FROM: David Ricks, Director of Public Works

SUBJECT: Traffic Control Signs – Additional Information

DATE: April 11, 2017

On the April 11, 2017 regular agenda, City Council will be reviewing an ordinance authorizing the repeal of outdated stop signs, change of three no right turn on red prohibitions, ten new stop signs and one street prohibition of trucks of one and one-half tons and over within the City. These agenda items are being submitted in response to requests from residents and civic leagues concerned with the speed levels of traffic, neighborhood safety and intersection approach sight visibility in neighborhoods.

The repeal of the fifteen stop signs on the Virginia Beach Boulevard service or frontage roads is recommended by the Division of Transportation in order to properly reflect the elimination of the roads a number of years ago with the VDOT Virginia Beach Boulevard widening project from Ballentine Boulevard to Military Highway.

The three no right turn on red prohibitions recommended by the Division of Transportation reflect existing restrictions that are posted at the Ballentine Boulevard, Westminster Avenue and I-264 interchange. The restrictions are recommended by the division to ensure the safe flow of traffic at this very operationally complicated interchange. (Map 3)

At the request of an area resident, the Division of Transportation investigated measures to help increase traffic safety at the intersection of Granby Park and Midfield Street. Based on the divisions review of the intersection, stop sign control is recommended at the intersection. (Map 1)

This measure has support from the Suburban Acres Civic League.

At the request of Lafayette/Winona Civic League and area residents, the Division of Transportation investigated measures to help increase traffic safety at the intersection of LaSalle Avenue and Racine Avenue. Based on the divisions review of the intersections, stop sign control is recommended at the intersection. (Map 1)

This measure has support from the Lafayette/Winona Civic League.

At the request of residents, the Division of Transportation investigated measures to help increase traffic safety at the intersection of Milson Avenue and Cloncurry Road. Based on the review of the intersection, the division recommends the installation of stop sign control at the intersection. (Maps 1)

This measure has support from the Lochhaven Civic League.

At the request of area residents and the Riverfront Civic League, the Division of Transportation investigated measures to help increase traffic safety on Ridgeley Road. Based on the review of the area, the division recommends the installation of stop sign control at the intersections of Newport Avenue and Ridgley Road (Map 1) and South Ridgeley Road and Ridgeley Road. (Map 2)

These measures have support from the Riverfront Civic League.

The stop sign at the intersection of Orchid Avenue and Bancker Road recommended by the Division of Transportation reflects the existing stop sign posted at the intersection. The regulation is recommended by the division to ensure the safe flow of traffic near the Crossroads Elementary School. Our investigation determined that the stop sign has been in place for at least 10 years. (Map 2)

At the request of area residents, the Division of Transportation investigated measures to help increase traffic safety on Simms Road. Based on the review of the area, the division recommends the installation of stop sign control at the intersections of Simms Road and Redmon Road and Simms Road and Woodall Road. (Map 2)

The area does not currently have an active civic league.


At the request of area residents and the Ghent Neighborhood League, the Division of Transportation investigated measures to help increase traffic safety on Pembroke Avenue. Based on the review of the area, the division recommends the installation of stop sign control at the intersections of Warren Crescent eastern terminus at Pembroke Avenue and Warren Crescent western terminus at Pembroke Avenue. (Map 2)


These measures have support from the Ghent Neighborhood League.


At the request of area residents and the Cottage Road Park Civic League, the Division of Transportation investigated measures to eliminate through truck traffic and help increase traffic safety within the neighborhood. Based on the review of the area, the division recommends the prohibition of trucks of one and one-half tons and over on Stanley Street between Pennington Road and Tidewater Drive. This prohibition will not restrict legitimate delivery trucks from using the street to service businesses in Southern Shopping Center. (Map 3)

This measure has support from the Cottage Road Park Civic League.

The Department of Public Works follows well developed, nationally recognized guidelines to assess traffic control sign requests. Upon receiving a request for traffic control devices, Division of Transportation staff analyzes the request and conducts a field investigation. The purpose of the investigation and analysis is to ensure adherence with Manual on Uniform Traffic Control Devices (MUTCD) regulations and to determine if the installation of the requested traffic control sign(s) is warranted.

Form and Correctness Approved: 

By 
Office of the City Attorney

Contents Approved: 

By 
DEPT. Public Works

NORFOLK, VIRGINIA

ORDINANCE No.

AN ORDINANCE TO REPEAL FIFTEEN SUBSECTIONS OF SECTION 25-654 AND TO AMEND AND REORDAIN SECTIONS 25-649, 654 AND 656 OF THE NORFOLK CITY CODE, 1979, **SO AS TO ADD** THREE NEW RIGHT TURN ON RED PROHIBITIONS, TEN NEW STOP INTERSECTIONS, AND ONE NEW STREET INCLUDED IN THE PROHIBITION REGARDING TRUCKS OF ONE AND ONE-HALF TONS.

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BE IT ORDAINED by the Council of the City of Norfolk:

Section 1:- That the following fifteen subsections of Section 25-654 of the Norfolk City Code, 1979, regarding stop intersections, are hereby repealed:

Virginia Beach Boulevard eastbound service or frontage road for eastbound traffic only, at its intersection with an entrance thereto, located approximately three hundred twenty-five (325) feet west of the entrance/exit of Virginia Natural Gas.

Virginia Beach Boulevard eastbound service or frontage road for eastbound traffic only, at its intersection with an entrance thereto, located approximately four hundred sixty-five (465) feet west of the entrance of Military Circle Shopping Center.

Virginia Beach Boulevard eastbound service or frontage roads for eastbound traffic only, at their intersection with an entrance thereto, located approximately four hundred ten (410) feet west of Poplar Hall Drive.

Virginia Beach Boulevard service or frontage roads, as to westbound traffic, at their intersections with Ballentine Boulevard.

Virginia Beach Boulevard service or frontage roads, at their intersection with entrances to such service or frontage roads for eastbound traffic and westbound

traffic from Virginia Beach Boulevard, such entrances being located at Briar Hill Road.

Virginia Beach Boulevard service or frontage roads, at their intersection with entrances to such service or frontage roads for eastbound traffic and westbound traffic from Virginia Beach Boulevard, such entrance being located approximately four hundred (400) feet west of Briar Hill Road.

Virginia Beach Boulevard service or frontage roads, at their intersection with an entrance to such service or frontage roads for westbound traffic from Virginia Beach Boulevard, such entrance being located two hundred fifty (250) feet west of Ingleside Road.

Virginia Beach Boulevard service or frontage roads, at their intersection with an entrance to such service or frontage roads for westbound traffic from Virginia Beach Boulevard, such entrance being located six hundred forty (640) feet west of Ingleside Road.

Virginia Beach Boulevard service or frontage roads, at their intersection with entrances to such service or frontage roads for eastbound traffic and westbound traffic from Virginia Beach Boulevard, such entrances being located approximately six hundred fifty (650) feet west of Military Highway.

Virginia Beach Boulevard service or frontage roads, at their intersection with an entrance to such service or frontage roads for eastbound traffic from Virginia Beach Boulevard, such entrance being located at West Norfolk Square.

Virginia Beach Boulevard service or frontage roads, at their intersection with an entrance to such service or frontage roads for eastbound traffic from Virginia Beach Boulevard, such entrance being located at Pecan Point Road.

Virginia Beach Boulevard service or frontage roads, at their intersection with an entrance to such service or frontage roads for eastbound traffic from Virginia Beach Boulevard, such entrance being located at Scott Street.

Virginia Beach Boulevard westbound service or frontage road for westbound traffic only, at its intersection with an entrance thereto, located approximately two hundred eighty (280) feet east of Jett Street.

Virginia Beach Boulevard westbound service or frontage road for westbound traffic only, at its intersection with an entrance thereto, located approximately three hundred thirty-five (335) feet east of the entrance/exit of Virginia Natural Gas.

Virginia Beach Boulevard westbound service or frontage road for westbound traffic only, at its intersection with an entrance thereto, located approximately two hundred ninety (290) feet east of Raby Road.

Section 2:- That Section 25-649 of the Norfolk City Code, 1979, regarding intersections at which right turn on red is prohibited, is hereby amended and reordained so as to add the following new subsections:

Ballentine Boulevard: Northbound traffic is prohibited from making right turn into Westminster Avenue.

I-264 off ramp: Eastbound traffic is prohibited from making right turns into Ballentine Boulevard.

Westminster Avenue: Westbound traffic is prohibited from making right turns into Ballentine Boulevard.

Section 3:- That Section 25-654 of the Norfolk City Code, 1979, regarding stop intersections, is hereby amended and reordained so as to add the following new subsections:

Granby Park at its intersection with Midfield Street.

LaSalle Avenue at its intersection with Racine Avenue.

Milson Avenue at its intersection with Cloncurry Road.

Newport Avenue at its intersection with Ridgeley Road.

Orchid Avenue at its intersection with Bancker Road.

Simms Road at its intersection with Redmon Road.

Simms Road at its intersection with Woodall Road.

South Ridgeley Road at its intersection with Ridgeley Road.

Warren Crescent eastern terminus at its intersection with Pembroke Avenue.

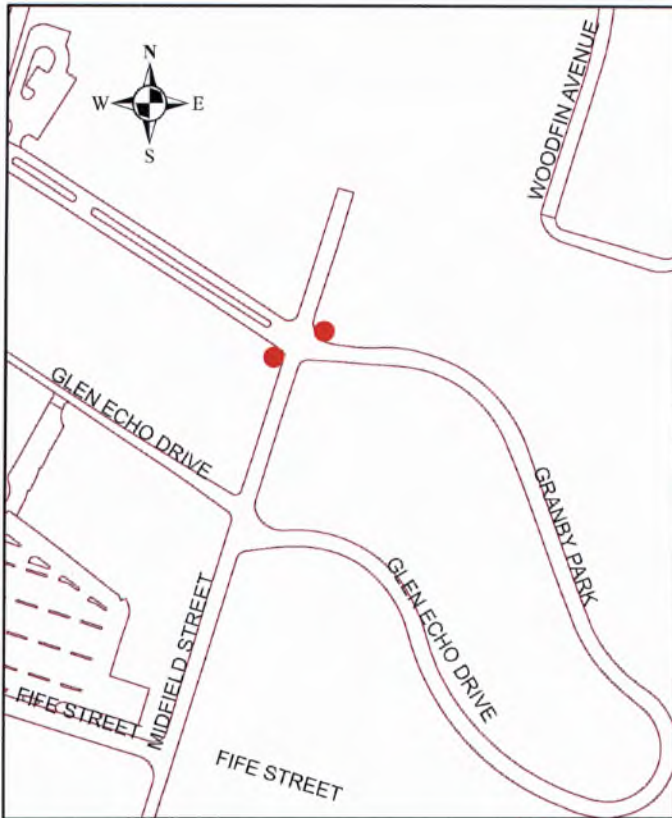
Warren Crescent western terminus at its intersection with Pembroke Avenue.

Section 4:- That Section 25-656 of the Norfolk City Code, 1979, regarding the prohibition of trucks of one and one-half tons or over on certain streets, is hereby amended and reordained so as to add the following new subsection:

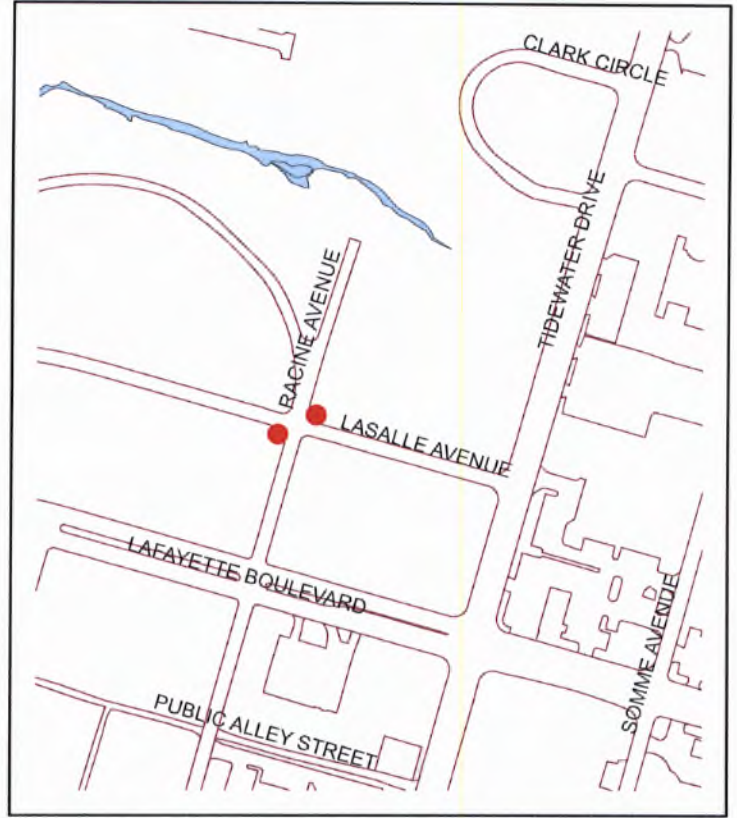
Stanley Street, between Pennington Road and Tidewater Drive.

Section 5:- That this ordinance shall be in effect from and after the date of its adoption.

MAP 1



19. Granby Park at Midfield Street. (Stop)



20. LaSalle Avenue at Racine Avenue. (Stop)



21. Milson Avenue at Cloncurry Road. (Stop)

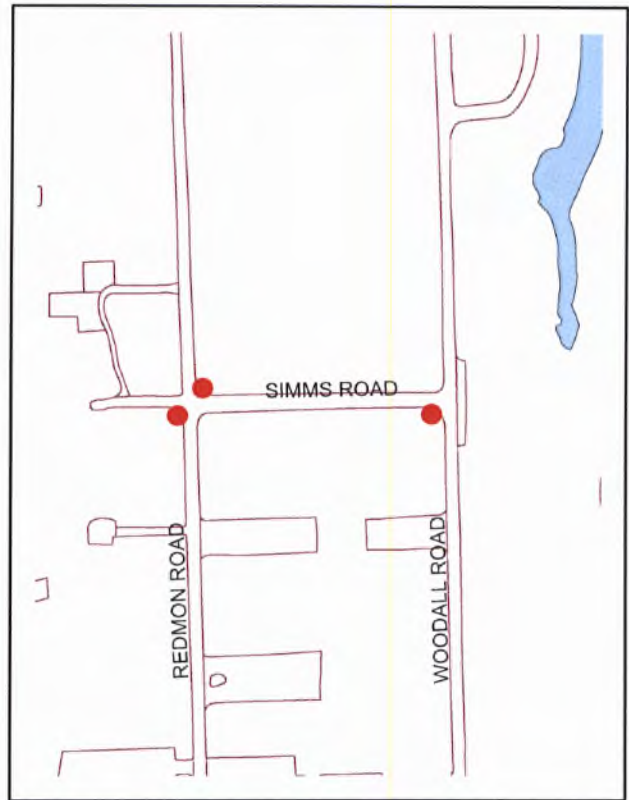


22. Newport Avenue at Ridgeley Road. (Stop)

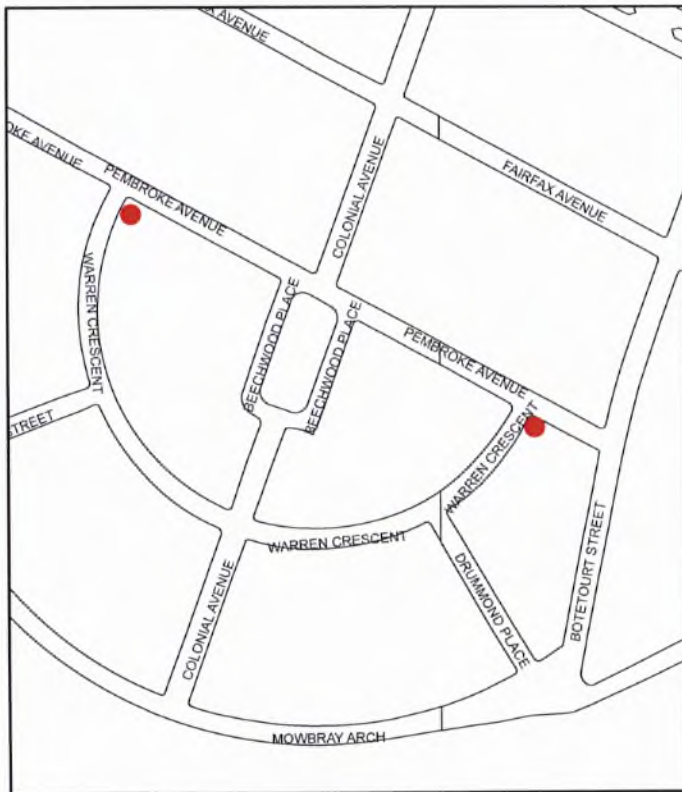
MAP 2



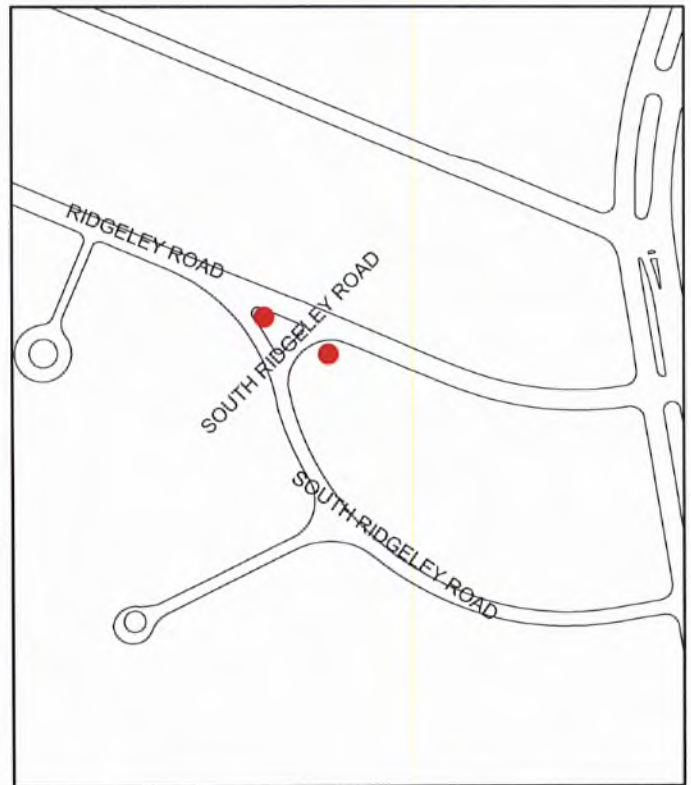
23. Orchard Avenue at Bancker Road. (Stop)



24. Simms Road at Redmon Road. (Stop)
25. Simms Road at Woodall Road. (Stop)

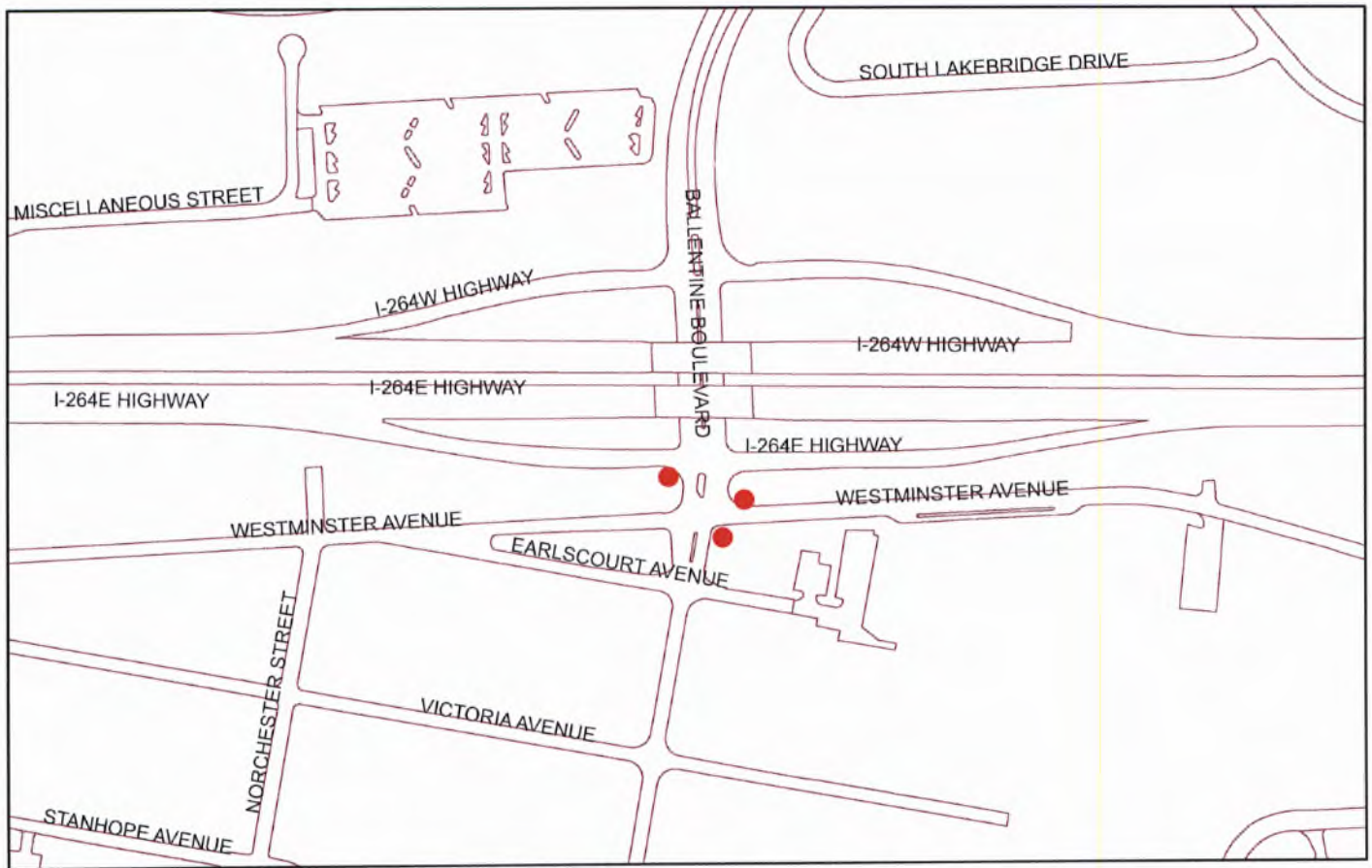


27. Warren Crescent eastern terminus at
Pembroke Avenue. (Stop)
28. Warren Crescent western terminus at
Pembroke Avenue. (Stop)



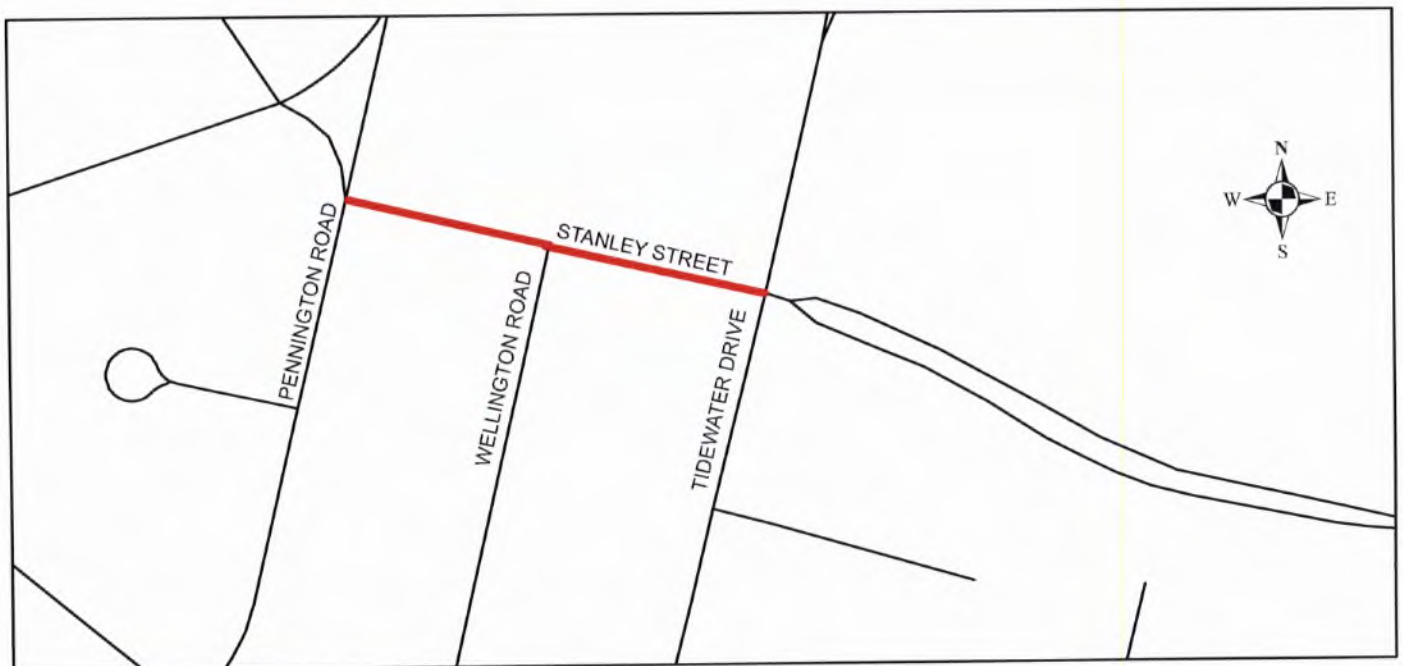
26. South Ridgeley Road at Ridgeley Road. (Stop)

MAP 3



- 16. Ballentine Boulevard: Northbound traffic is prohibited from making right turns into Westminster Avenue.
- 17. I-264E off ramp: Eastbound traffic is prohibited from making right turns into Ballentine Boulevard.
- 18. Westminster Avenue: Westbound traffic is prohibited from making right turns into Ballentine Boulevard.

● No Right Turn on Red



- 29. Stanley Street, between Pennington Road and Tidewater Drive.
(No through trucks 1 ½ tons or over)